served personally by the process servers should be more strictly enforced and that a circular should be issued to the effect that all processes should be returned with the countersignature of the party or his vakil.

In regard to their grievances in connection with the decrees of civil courts, the Member said that the decrees were now drawn up by incompetent and ill-educated clerks who made incorrect entries in the decrees which necessitated frequent applications for correction of such decrees in terms of the judgment. The duty of drawing up the decree should, in the opinion of the Member, be laid upon the Munsiffs themselves. He also complained against the haphazard manner in which *nirak* rates were now being prepared and suggested that the *nirak* should be prepared and attested by important merchants and by the Tahsildar before they were sent to the civil courts.

Dealing with the execution branch, the Member mentioned that there was great delay generally in the matter of execution of decrees and contended that much wastage of time could be saved, if, instead of sending decrees to other courts for execution, warrants were sent to those courts, as by such a course the parties would be saved much unnecessary cost, inconvenience and delay. He contended that the rate of future interest subsequent to the decision should be increased from 6 to 12 per cent per annum generally and to a higher rate, if the parties had so agreed in the original document on which the suit was based. He also mentioned that a fresh application should not be insisted upon when an execution application was rejected for want of further action within seven days of the order on the petition and that a memo should suffice for restoring the application. The Member further wanted that notice to judgment debtors of applications for permission to bid in the court sale by the decree holder, should be done away with, as at times it had the effect of stopping the sale, if the notice was not returned served.

The Member next represented that the production of the encumbrance certificate and copy of chitta were unnecessary, as, in the case of the former, the Registration department denied all responsibility as to its correctness, and, in regard to the latter, the Settlement Register gave the necessary information. The Member also said that there was considerable difficulty in getting the above documents for production before courts.

The desirability of appointing more competent commissioners for the valuation of buildings and improvements was then urged by the Member. His suggestion was that the P. W. D. might be asked to value buildings and the Agricultural department to value improvements. He also stated that the cost of commission rendered necessary in examining persons exempt from personal appearance in civil courts should be held to be payable by the party who required such evidence and not by the person exempted, as was now done under Section 578 C. P. C., and that the Section should be amended accordingly. The Judges should be asked to take a memo of the notes of hearing in every case and the points raised should be explained in the judgment submitted.

The Member also requested that a Munsiff's Court be opened at Nedumangad by transferring one of the Munsiff's courts in Trivandrum to that place.

With a view to bringing about the above reforms and remedy the irregularities mentioned by him, the Member advocated very strongly the desirability of having a permanent Circuit Judge of the status of a High Court Judge for surprise inspection of the subordinate courts.

Dewan's reply.—Some of the points urged by the Member are matters of minor importance and most of the points referred to by the Member may be set right by moving the High Court. His chief representation relates to the appointment of a permanent Circuit Judge. The representation will be considered.

66. Public works in Travancore with special reference to Tiruvalla.

Mr. K. M. Mamman Mappilai (Member, Tiruvalla Taluk) thanked the Government for the welcome departure introduced in the opening Address in anticipating most of their representations and clearly defining the policy which the

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Government meant to follow and for the promise to largely consult non-official opinion in all matters affecting the public welfare. He said that hitherto Members felt no responsibility, but now their hands were in a manner tied, and they realised their responsibility and were very glad of it. Before dealing with the subject of his representation, he suggested that the Members of the Assembly might be allowed to speak from the platform so that they might face the audience also in addressing the President. Coming to the subject, he divided it under two heads, general and local. He first dwelt on the administrative side of the P. W. department and said that it was a matter for serious consideration whether the establishment was not capable of reduction. Besides the Chief Engineer, there were the Deputy Chief Engineer, 9 Executive Engineers, 15 Assistant Engineers, a number of Overseers and Sub-Overseers and a battalion of maistries. The position and duties of the Deputy Chief Engineer were not defined and, if his function was only to sign "For the Chief Engineer", as was popularly believed, the appointment was clearly unnecessary, as the Office Manager could attend to that work as in several other offices. As regards Executive Engineers, there were two more than the number of Divisions, and the number of Divisions could themselves be reduced to five, by combining into one the Trivandrum and the Workshops Divisions, and the Southern and Kodayar Divisions. The number of Assistant Engineers was also capable of being reduced from 15 to 12, while the number of Overseers might be retained. The maistries were unqualified and mostly recruited from dependents of officers. The Member suggested that some test should be instituted for maistries, and that the recruitment hereafter should be confined to passed men, while the existing men should be examined by the Executive Engineers and only those certified to by them as fit should be retained.

He then spoke about the present system of indiscriminately calling for estimates and even sanctioning them without allotting funds therefor, so that when the funds were actually allotted, it was generally found that the original estimates were useless and needed considerable revision. His suggestion was that cost reports should be called for in the first instance and should be examined by a Committee who should select the works to be taken in hand and that the detailed estimates might be prepared afterwards. Another complaint of the Member was that there were no standard rates as in Mysore, Cochin and British India.

Dewan.—There is a schedule of rates, I believe.

Member.—What I contend is that there are no standard rates to enable a comparison being made. The standard rates should be published in the Gazette.

The Member next complained that the estimates received in the Huzur were not being properly checked by any competent authority and observed that there was real need for the appointment of an officer with Engineering qualifications as P. W. Secretary. He suggested that the present Deputy Chief Engineer might be appointed to the post.

Coming to the local needs, the Member said that his taluk had taken the lead in the matter of communications and a number of roads had already been opened by the people, and requested that they should be taken over by the P. W. D. for maintenance. He then urged the need for the following works:—

(1) Urgent necessity of renovating the Pallipalam bridge.

(2) Construction of bridges in the Tiruvalla-Mavelikara roads.

The Member specially referred to the Alanthuruthi bridge for which funds had been allotted in the current year, but the work had not been started, and requested that the work might be commenced without delay.

(3) Improvement of the Tiruvalla-Ambalapuzha road with special reference to continuing the road from Chathankara road up to Takazhi. The Member added that the people were willing to surrender the required lands free of compensation.

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(4) Construction of a road from Niranam church to Viyapuram depot.

(5) The taking over by Government of the maintenance of the Tiruvalla-Mepral road already opened by the public.

Lastly, the Member also referred to the necessity for the cutting of a canal connecting the Pamba and Manimala rivers.

Dewan's reply.—Government are very thankful to you for the very useful observations and suggestions you have made. Your remarks about the P. W. D. establishment will, I am sure, be considered by the Salaries Committee. That Committee has been appointed to examine the questions of salaries and of the adequacy or inadequacy of the existing establishments in the various departments.

You have made some remarks in regard to the methods of work. I must admit that at present we are doing some unnecessary work in the way of preparing estimates which afterwards become useless on account of altered conditions in regard to cost of materials, &c. As I said in reply to another Member this morning, the whole question resolves itself into one of policy. I think the policy of taking up these works and carrying them out requires a change. There are certain works which must be attended to at all times and in all years, such as arterial communications, buildings of value, Palace works, &c. These apart, the question of selecting new works for construction or improvement requires systematisation. From every part of the country there is a complaint that that part of the country in particular is neglected. This complaint will continue in the absence of a definite policy. Government will take up this matter and see whether some policy cannot be evolved before the next year's budget is framed. Non-official opinion will also be consulted.

You were referring to standard rates. In regard to this, I may say that we have a schedule of rates which is revised from time to time with reference to changes in the cost of materials, wages, &c. I understand that the schedule is not published. I think it is desirable to publish it in the Government Gazette, and I shall ask the Chief Engineer to do so. There are also type designs for the several classes of buildings. Recently, the Chief Engineer has been asked to prepare cheap designs for educational buildings in out of the way places.

There is much force in your observation that there is no Officer in the Secretariat who has the requisite professional knowledge. The matter is receiving the attention of Government.

In regard to the roads constructed by the people which you want the Government to take up, the Chief Engineer will be asked to take them up and maintain them. But there is one point to be remembered. If you make a road without the consent or approval of Government, Government cannot commit themselves to taking over the road for maintenance. If you consult Government in advance and open a new road with their concurrence, Government would be glad to take it up.

67, Means of communication between Quilon and Cochin, with special reference to the Quilon-Alleppey road, Kayankulam-Punalur road, Kayankulam-Chengannur road, and the Kayankulam-Ayirantengu water communication, and diversion of the Kayankulam commercial canal to meet the Kayankulam backwater.

Mr. N. J. Varghese (Member, Trading Classes, Kayankulam) represented that there were at present no good roads connecting the important trade centres, *viz.*, Quilon, Kayankulam, Alleppey and Shertallay with each other, and the port of Cochin, and that consequently trade suffered. He suggested that the contemplated Railway line to Cochin might be taken along the coast taluks so as to pass through the above mentioned centres, and that, if that was not possible, the Quilon-Alleppey road should be completed at an early date and another road constructed from Alleppey to Cochin *via* Shertallay. He then referred to the Kayankulam-Punalur road and said that it was not being maintained properly and that it should be metalled. The present Kayankulam-Chengannur road was very inconvenient, as they had to traverse a distance of 26 miles, while, if the road was taken through Mavelikara, the distance would come to only 14 miles. There was already a village road, and it only required

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